

## Rebuilding an MGBGTV8 – Damask 0450 (Part 9 of a series of reports)



The floor has been removed from the nearside, along with the remains of the jacking point. Where it meets the inner sill, the cross-member was found not to be sound, needing a small repair at the very end.

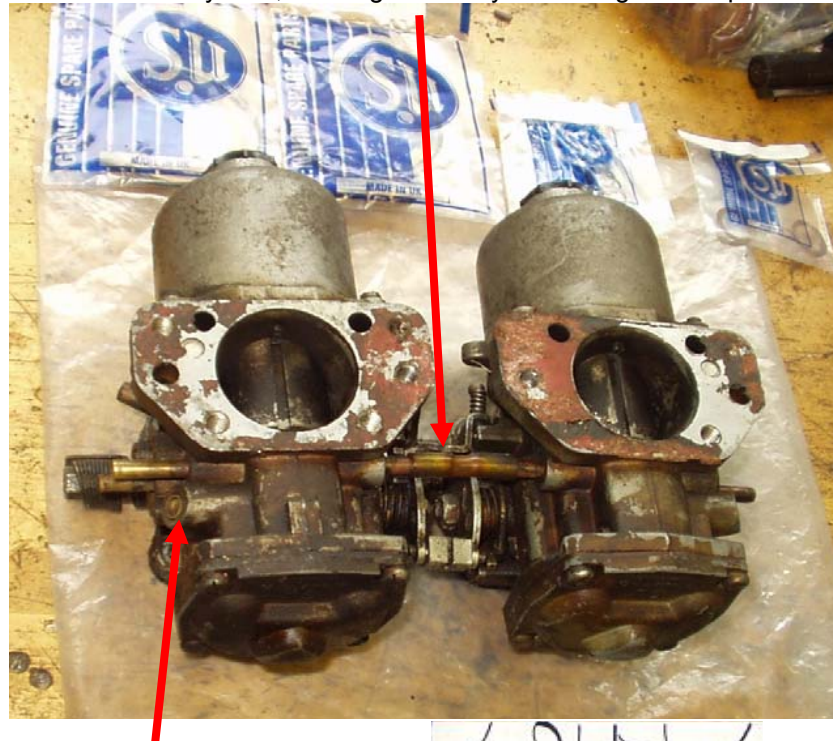
As usual, the wing reinforcement panel (which I usually refer to as a 'trumpet') was in need of replacement. Normally, this panel rots out at the top where mud from the front wheels is thrown up. However, in this case it was rusted out at the bottom with urine, where a mouse had made a nest.

This is the ninth report from Barrie Jones, part of a series on his major rebuild of Damask 0450.



The car has been standing for 10 years, so all the fuel system components require cleaning, inspecting for wear, and replacement of seals and gaskets. The SU carburettors in the following photo show two items of interest.

Also, the **short fuel hose** between the carburettors has been replaced with a length of clear plastic hose. This was merely pushed on, with no hose clips. I regard this as a very dangerous bodge, because it could have failed at any time, flooding the valley of the engine with petrol.



The **mixture adjustment screws are still covered with tamper-proof caps**. This was probably done to all new V8s before they left the Factory. After I fit new jets and needles I will have to remove these caps in order to adjust the mixture.



Diagram from page 59, MGBGTV8 Driver's Handbook AKD8423